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MEETING NOTICE AND AGENDA

SAN DIEGO CONFORMITY WORKING GROUP

The San Diego Conformity Working Group may take action on any item appearing on this agenda.

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 of Transportation
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 United States
 Department of Defense
 San Diego
 Unified Port District
 San Diego County
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Wednesday, January 18, 2006

10 to 11:30 a.m.

SANDAG, Conference Room 8C
 401 B Street, Suite 800
 San Diego, CA 92101-4231

Staff Contact: Elisa Arias
 (619) 699-1936
 ear@sandag.org

AGENDA HIGHLIGHTS

- DRAFT 2030 REVENUE CONSTRAINED REGIONAL TRANSPORTATION PLAN (RTP): 2006 UPDATE AND AIR QUALITY CONFORMITY DETERMINATION
- DEVELOPMENT OF 2006 REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP)

Please contact Elisa Arias prior to the meeting if you wish to participate by conference call.

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SAN DIEGO CONFORMITY WORKING GROUP (CWG)

Wednesday, January 18, 2006

ITEM #	RECOMMENDATION
1. INTRODUCTIONS	
+2. SUMMARY OF DECEMBER 14, 2005 MEETING	INFORMATION
3. PUBLIC COMMENTS/COMMUNICATIONS	
4. DRAFT 2030 REVENUE CONSTRAINED REGIONAL TRANSPORTATION PLAN (RTP): 2006 UPDATE AND AIR QUALITY CONFORMITY DETERMINATION	INFORMATION
<p>The SANDAG Board of Directors is scheduled to conduct a Public Hearing at its regularly scheduled meeting on January 27, 2006. Written comments on the Draft 2030 Revenue Constrained RTP: 2006 Update and associated air quality conformity analysis are due no later than January 27, 2006. SANDAG staff will provide an oral update on public comments received to date.</p>	
+5. DEVELOPMENT OF 2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)	INFORMATION
<p>SANDAG staff will provide information on the development of the 2006 RTIP, which covers the five-year period from FY 2007 to FY 2011. A proposed schedule is attached.</p>	
+6. 2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)	INFORMATION
<p>On December 16, 2005, the SANDAG Board of Directors approved the draft STIP funding proposal, which includes nearly \$178 million in transportation projects for the five-year period from FY 2007 through FY 2011. This funding program requires the concurrence of the California Transportation Commission, which is scheduled to adopt the statewide STIP at its April 27, 2006 meeting. SANDAG staff will describe the 2006 STIP funding proposal to the CWG.</p>	
7. STATUS OF THE 8-HOUR OZONE IMPLEMENTATION RULE	INFORMATION
<p>On November 29, 2005, the Phase 2 implementation rule was published in the Federal Register. Staff from the U.S. Environmental Protection Agency (EPA) will provide an update on implementation of the rule.</p>	

ITEM #	RECOMMENDATION
<p>8. STATUS OF CARBON MONOXIDE (CO) MAINTENANCE PLAN APPROVAL</p> <p>Staff from the U.S. EPA will update the CWG on the direct final rule approving the 2004 Revision to the California State Implementation Plan for Carbon Monoxide. The direct final rule was published in the Federal Register on November 30, 2005, and the new CO emissions budgets would take effect January 30, 2006. EPA staff will provide an update on comments received.</p>	<p>INFORMATION</p>
<p>9. STATUS OF THE STATE IMPLEMENTATION PLAN (SIP) FOR 8-HOUR OZONE STANDARD AND EMFAC 2007 UPDATE</p> <p>Staff from the California Air Resources Board will provide updates on the development of the 8-Hour Ozone SIP and the EMFAC emissions model.</p>	<p>INFORMATION</p>
<p>10. OTHER BUSINESS</p>	

+ next to an item indicates an attachment

The next meeting of the San Diego Region Conformity Working Group is scheduled on Wednesday, February 15, 2006, from 10 to 11:30 a.m. at SANDAG.

San Diego Association of Governments
SAN DIEGO REGION CONFORMITY WORKING GROUP

January 18, 2006

AGENDA ITEM NO.: **2**

Action Requested: INFORMATION

SUMMARY OF DECEMBER 14, 2005 MEETING

File Number 3001300

Item #1: Introductions

Self introductions were made. See attached attendance list.

Item #2: Summary of October 19, 2005 Meeting

Jean Mazur, FHWA, noted that under Item 7 of the summary, paragraph one should be corrected to read "ARB had provided a proposal and FHWA *and EPA have* provided comments." The correction has been made.

Item #3: Public Comments/Communications

There were none.

Item #4: Draft 2030 Revenue Constrained Regional Transportation Plan (RTP): 2006 Update and Air Quality Conformity Determination

Elisa Arias, SANDAG, informed the CWG that the Draft Revenue Constrained Regional Transportation Plan (RTP): 2006 Update had been released for public comment by the Transportation Committee on December 9, 2005. There will be a public hearing on the document at the SANDAG Board meeting on January 27, 2006. The public comment period will also end on January 27, 2006.

Ms. Arias stated that due to advancing the *TransNet* Early Action Program, some projects were postponed, while others were advanced. There were some comments at the Transportation Committee meeting related to project implementation dates. Dennis Wade, ARB, asked SANDAG staff if potential revisions to the RTP project list would cross conformity analysis years, and if so, would this require a re-circulation of the draft RTP and Air Quality Conformity Determination. Jean Mazur, FHWA, was not sure if the changes would require re-circulation. SANDAG staff agreed to keep the CWG informed if changes are made.

Sandy Johnson, Caltrans, highlighted the "Go California" program, which includes a candidate list of projects. Many of the projects would be exempt; however, depending on which projects were included, there could be conformity issues.

Item #5: Status of the 8-Hour Ozone Implementation Rule

John Kelly, EPA, provided an update on the 8-Hour Ozone Implementation Rule, which was published in the Federal Register on November 29, 2005.

The new rule outlines emissions control and planning requirements that state, tribal, and local governments must address in their implementation plans. These include: SIPs for non-attainment areas must demonstrate that the area will attain the 8-hour ozone standard as expeditiously as practicable; the use of reasonably available control measures (RACM); and the use of emission controls that are economically and technologically feasible, known as reasonable available control technology (RACT).

Mr. Kelly stated that the state must set a proposed attainment date. States traditionally choose the maximum statutory time, which requires a robust set of reasonably available control measures (RACM). These measures must demonstrate that transportation and land-use measures won't advance the attainment date by a year or more. In the case of an attainment date that is less than five years in the future, the RACM does not need to be as strong.

The attainment date for the San Diego region is 6/15/09, but emissions reductions would have to be achieved by 2008. The CWG discussed whether EMFAC uses different vehicle fleet composition for different months of the year. Dennis Wade, ARB, clarified that EMFAC assumes the same vehicle fleet composition for the entire year.

The CWG discussed whether the San Diego region could prepare a maintenance plan instead of an attainment plan. This will depend on 2006 monitoring data for the 2004-2006 three-year average. The CWG agreed to further consult on which year EMFAC would be run for. Ms. Arias said that the 2007 RTP will use EMFAC 2002 and the 1-hour ozone budgets, but that the 2008 Regional Transportation Improvement Program (RTIP) would use the new EMFAC model and the new 8-hour ozone budgets.

The CWG discussed modeling years for the attainment plan. Initially, it appears that modeling would be needed for 2007 and 2008. TCM analysis under the RACM requirement would have to be prepared. The CWG discussed that the final rule allows a limited RACM analysis without additional air quality modeling if an area projects to be in attainment within five years of designation (page 71660 Final Rule), which may be the case for the San Diego region. The RACM guidance is scheduled to be discussed at the February 2006 Statewide CWG meeting.

Ms. Arias proposed developing a schedule of activities that SANDAG needs to conduct (i.e., travel demand modeling and TCM analyses). She requested a schedule from ARB. Ms. Mazur expressed her concern about defining what needs to be done more clearly before developing a schedule.

Dennis Wade stated that public participation for the SIP is anticipated to begin in spring 2006. A draft SIP is expected to be released in late 2006, with Air District adoption anticipated in early 2007. Mr. Wade indicated that updated travel activity data should be submitted in April 2006 to be incorporated in EMFAC and the SIP development. Ms. Arias agreed to provide updated data based on the 2006 RTP.

Item #6: Status of Carbon Monoxide (CO) Maintenance Plan Approval

Elisa Arias, SANDAG, stated that EPA issued the final rule for the CO Maintenance Plan. Barring any significant comments, the rule will become effective on January 30, 2006. In the 2006 RTP, text was included addressing both the existing and new CO budgets. If the new budget becomes official January 30th, SANDAG will update the Air Quality Conformity Determination document to include the new budget table. FHWA concurred with this approach.

Item #7: Status of the State Implementation Plan (SIP) for 8-Hour Ozone Standard and EMFAC 2007 Update

This item was discussed in conjunction with item 5. While there is currently no official release date for EMFAC 2007, as the draft SIP is expected to be released in late 2006, a draft version of EMFAC 2007 should be available at that time.

Item #8: Other Business

Mike Brady confirmed that the Statewide Air Quality meeting will be held February 2, 2006 in Sacramento.

The next meeting of the San Diego Conformity Working Group is scheduled for January 18, 2006 at 10 a.m. at SANDAG.

Attachment: 1. San Diego CWG December 14, 2005 Meeting Attendance

Key Staff Contact: Elisa Arias, (619) 699-1936, ear@sandag.org

San Diego Region Conformity Working Group
Meeting Attendance
December 14, 2005

Name	Agency
Mike Brady*	Caltrans
Dennis Wade*	ARB
Jean Mazur*	FHWA
John Kelly*	EPA
Sandy Johnson	Caltrans
Carl Selnick	APCD
Elisa Arias	SANDAG
Rachel Kennedy	SANDAG

**indicates attendance by phone*

San Diego Association of Governments
SAN DIEGO REGION CONFORMITY WORKING GROUP

January 18, 2006

AGENDA ITEM NO.: **5**

Action Requested: INFORMATION

DEVELOPMENT OF 2006 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM (RTIP)

File Number 4000600

Attachments related to this item include:

1. 2006 SANDAG Federal/Regional Transportation Improvement Program (F/RTIP) – Proposed Schedule.

**2006 SANDAG Federal/Regional Transportation Improvement Program (F/RTIP)
Proposed Schedule**

Date	Task
September 29, 2005	California Transportation Commission (CTC) adopts 2006 Fund Estimate for the State Transportation Improvement Program (STIP)
December 16, 2005	SANDAG adopts 2006 STIP for submittal
January 18, 2006	Consultation with the San Diego Conformity Working Group (CWG) on the 2006 STIP and on 2006 RTIP schedule.
January 30, 2006	Deadline to submit 2006 STIP to CTC
January/February 2006	<ul style="list-style-type: none"> ▪ Cities/County Transportation Advisory Committee (CTAC) develops the criteria for <i>TransNet</i> Street Improvement System program. ▪ Independent Taxpayers Oversight Committee (ITOC) reviews/comments. ▪ CTAC/ITOC recommends approval by the Transportation Committee.
February 15, 2006	Consultation with CWG on conformity criteria and procedures including: revenue-constrained program assumptions, latest planning assumptions, transportation control measures, emissions model, emissions budgets, exempt projects, consultation and public involvement.
February 17, 2006	Transportation Committee approves the TransNet Street Improvement System program criteria.
February 17, 2006	Memo to all jurisdictions regarding 2006 RTIP preparation and submittal of new projects or revisions to projects, including updates to all capacity increasing projects. Due date April 7.
March 15, 2006	Complete CWG consultation on conformity criteria and procedures.
<i>March 24, 2006</i>	<i>Board approval for revised 2006 STIP (if necessary)</i>
April 2006	Process/analyze submitted projects to start regional transportation and emissions analyses.
April 14, 2006	Provide draft Exempt Project List to CWG
April 18, 2006	Draft list of projects emailed to CWG for review
April 19, 2006	Consultation with CWG on draft project list/exempt projects
April 27, 2006	CTC adopts Statewide 2006 STIP
April 28, 2006	CWG comments on 2006 RTIP project list due
May 10, 2006	2006 RTIP Draft Conformity Analysis to CWG for 30-day review and comment
May 17, 2006	<ul style="list-style-type: none"> ▪ Discuss 2006 RTIP Draft Conformity Analysis at CWG meeting ▪ ITOC review of draft 2006 RTIP
May 19, 2006	Transportation Committee releases draft 2006 RTIP including its conformity determination and sets public hearing at June 16, 2006 meeting.
June 16, 2006	Transportation Committee holds public hearing to review draft 2006 RTIP and conformity determination. Pending comments, Transportation Committee recommends 2006 RTIP to the SANDAG Board for approval.
June 19, 2006	30-day comment period ends for draft 2006 RTIP
June 23, 2006	SANDAG Board adopts 2006 RTIP
August 1, 2006	SANDAG submits 2006 RTIP for state and federal approval
October 4, 2006	Federal approval and conformity determination for 2006 F/RTIP

San Diego Association of Governments
SAN DIEGO REGION CONFORMITY WORKING GROUP

January 18, 2006

AGENDA ITEM NO.: **6**

Action Requested: INFORMATION

2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

File Number 1109100

Attachments related to this item include:

1. Agenda Item #12 (2006 State Transportation Improvement Program) from the December 16, 2005, Board of Directors meeting; and
2. Board presentation from the December 16, 2005, Board of Directors Meeting titled: 2006 STIP.



**BOARD OF DIRECTORS
 DECEMBER 16, 2005**

**AGENDA ITEM NO. 05-12-12
 ACTION REQUESTED - APPROVE**

2006 STATE TRANSPORTATION IMPROVEMENT PROGRAM File Number 1109100

Introduction

The 2006 State Transportation Improvement Program (STIP) covers the five-year period from FY 2007 through FY 2011. At its December 9, 2005, meeting, the Transportation Committee is being asked to recommend approval of the draft 2006 STIP funding proposal, which totals nearly \$178 million. It was developed based on criteria approved by the Transportation Committee at its October 21, 2005, meeting. Proposed major projects include the State Route (SR) 52 Extension from SR 125 to SR 67, the Mid-Coast Trolley Extension to University City, and the Transportation Enhancement (TE) program. It should be noted that no new STIP funding was identified for the San Diego region as part of the 2006 STIP. The draft 2006 STIP includes only previously programmed 2004 STIP projects, and does not include any new projects.

Recommendation

The Board of Directors is asked to approve the 2006 STIP as shown in the table below entitled "Recommended 2006 STIP."

RECOMMENDED 2006 STIP Project or Program	Amount (\$ millions)
1. SR 52 Extension from SR 125 to SR 67, construction:	\$140.893
2. Mid-Coast Trolley Extension to University City, design and right-of-way:	\$5.254
3. Freeway Incident Detectors, Construction:	\$6.050
4. SANDAG Planning and Program Monitoring:	\$2.558
5. Transportation Enhancement – Funded Smart Growth Incentives Projects:	\$16.617
6. Transportation Enhancement – Reserve:	\$6.347
Total	\$177.719

Discussion

At the October 21, 2005, meeting, the Transportation Committee approved the following criteria for programming the 2006 STIP:

1. Complete projects currently programmed in the STIP
2. Place particular emphasis on programming and completing *TransNet* Early Action projects
3. Program projects at the earliest possible time they can be constructed or implemented
4. Maintain existing STIP funding levels as a minimum on existing programmed projects
5. Reflect the efforts by the region and Caltrans to complete some of these projects outside the STIP through other funding sources

Based on direction from the Transportation Committee, \$23.5 million in programming adjustments would be available for reprogramming to other existing STIP projects. Attachment 1 details the programming adjustments.

STIP Background

The STIP is a five-year transportation funding program that is typically used for capacity-increasing projects such as new or widened freeways, freeway improvements, including operational, Traffic Systems Management and others, as well as transit projects and vehicle procurements. The STIP is renewed every two years, with two new years of programming capacity added in the process. The last time the STIP was adopted was in 2004, and the five-year cycle for the 2004 STIP ends FY 2009. There are approximately three and a half years remaining in the 2004 STIP. It is now time for the 2006 STIP to be developed by the regions. The development of the 2006 STIP is based on regional priorities in combination with funding availability as determined by the California Transportation Commission (CTC) through its Fund Estimate.

The 2006 Fund Estimate identifies all revenues that are forecast to flow to various transportation accounts in the next five years. These revenue estimates reflect current law, such as Proposition 42, and are supposed to flow reliably according to statute from year to year. However, a significant portion of them has instead become subject to the annual state budget negotiation process, making them less reliable. Nonetheless, the CTC is required to determine the potential funding that could become available for the five-year period ending in FY 2011 if no budgetary diversions occur away from transportation.

According to the 2006 Fund Estimate recently adopted by the CTC, there is \$5.6 billion in programming capacity statewide through the STIP. Of this amount, approximately \$3.8 billion represents prior commitments from the 2004 STIP, including payback of Grant Anticipation Revenue Vehicle (GARVEE) bonds and AB 3090 reimbursements, as well as previously programmed projects. New statewide STIP programming capacity is approximately \$1.8 billion. This new programming capacity has been distributed to the counties based on the status of their share balance. Counties that have already programmed their balances through advances in previous STIP cycles do not get additional programming capacity.

What this means to the San Diego region is that our 2006 STIP programming is limited to the amount already programmed on existing regional projects plus the funds from FY 2006 projects whose allocation requests have been placed on hold by the CTC. This totals nearly \$151 million and reflects currently programmed projects between FY 2007 and 2009, plus \$4 million from FY 2006 projects currently on hold, for a grand total available of \$155 million. This figure does not include any TE funds, as these are administered separately, nor does it include any of the GARVEE bond payback or AB 3090 reimbursements, which have been taken off the top and are unavailable for reprogramming. The only way to increase funding for projects already programmed in the STIP is through redirections from other STIP programmed projects.

Remaining 2004 STIP

The 2004 STIP remaining program is distributed as shown in Table 1 below:

Table 1. 2004 STIP Remaining Projects (\$000s)

Project	FY 2007	FY 2008	FY 2009	Total
1a. <i>SR 52 Extension to SR 67: Right of Way</i>	49,620			49,620
1b. <i>SR 52 Extension to SR 67: Construction</i>			68,920	68,920
2. <i>Mid-Coast Extension to University City: Right of Way Acquisition</i>		5,254		5,254
3. I-805 Incident Detectors			6,050	6,050
4. Planning and Program Monitoring (PPM)	334	334	785	1,453
5. I-805 Ramp Meters			7,163	7,163
6. SR 54/SR 125 HOV Lanes: Design			6,500	6,500
7. Rideshare Program	1,824	1,879	1,935	5,638
8. Federal Matching Funds	187			187
Total	51,965	7,467	91,353	150,785

Projects in italics are included in the *TransNet* Early Action Program

As part of the draft 2006 STIP, it is proposed that programming adjustments on projects listed 5 through 8 in Table 1 above be implemented. Details on the adjustments are described in more detail in Attachment 1.

Proposed 2006 STIP

The funding available for the 2006 STIP is shown below in Table 2. The 2006 STIP does not include any new programming capacity apart from a small amount of added federal Transportation Enhancement (TE) funds, which have limited applicability. In summary, the 2006 STIP includes approximately \$155 million of STIP funds and \$23 million in TE funds, for a total of approximately \$178 million.

Table 2. 2006 STIP Funding Available

Funding	Amount (\$000s)
STIP Funds	
a. 2006 STIP Targets	150,785
b. Rollover funds from FY 2006	3,970
c. Subtotal 2006 STIP (a + b)	154,755
TE Funds	
d. Existing TE Funds (FY 2007-09)	16,617
e. TE Fund Augmentation	6,347
f. Subtotal TE (d + e)	22,964
Total 2006 STIP Funding Available (c+f)	177,719

As discussed at the October 21, 2005, Transportation Committee meeting, the CTC has given SANDAG funding targets that, if enforced, would delay most of the regional funding by about two to three years. The CTC, however, is willing to consider flexibility to program funds for major projects that are or will be ready to go in the first two years of the STIP (FY 2007 and FY 2008), even

if the STIP targets show little or no funding available in those years. This flexibility is dependent on the project readiness that other regions with large programming targets in FY 2007 and FY 2008 may have. The 2006 STIP is proposed to be programmed as shown in Table 3. Project-specific discussion follows Table 3.

Table 3. Proposed 2006 STIP (\$000s)

Project	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total
STIP Funds						
1a. SR 52 – Right-of-Way	12,915					12,915
1b. SR 52 - Construction	66,700	61,278				127,978
2. Mid-Coast Extension – Design and Right-of-Way Acquisition			5,254			5,254
3. Freeway Incident Detectors - Construction			6,050			6,050
4. Planning and Program Monitoring	334	334	630	630	630	2,558
Subtotal	79,949	61,612	11,934	630	630	154,755
TE Funds – Pilot Smart Growth Incentives Program	6,026	4,268	4,500	1,823		16,617
TE Funds - Reserve				2,472	3,875	6,347
Total 2006 STIP	85,975	65,880	16,434	4,925	4,505	177,719

1. SR 52 Extension from SR 125 to SR 67: The programming change would advance the start of construction by two years, from FY 2009 to FY 2007. In addition, of the \$23.5 million identified earlier resulting from 2004 STIP programming adjustments, approximately \$22.3 million would be redirected for construction of this project. Programmed STIP funds on this project would be approximately \$12.9 million to conclude the right-of-way phase and \$128.0 million for construction, for a total of \$140.9 million in STIP funding. This \$446.6 million dollar project is scheduled to be complete by 2010.
2. Mid-Coast Trolley Extension to University City: It is proposed that the \$5.3 million in the current STIP be programmed in FY 2009 for design. This funding would be delayed by one year from the current FY 2008 to allow for completion of the environmental document on the expanded scope to University City. An additional opportunity to program new STIP funds would be during the 2008 STIP cycle, once the environmental document has been approved. This approximately \$900 million project is scheduled to be complete by FY 2015.
3. Freeway Incident Detectors: This project is fully programmed. No change in programming is proposed. This project installs incident detectors on Interstate 5 (I-5), SR 52, SR 94, and I-805. This \$6.1 million project is scheduled to be operational by 2009.
4. SANDAG Planning and Program Monitoring: Statute allows Regional Transportation Planning Agencies to fund part of their planning and program monitoring activities through the STIP. This formula-based allocation would allow an additional \$1.1 million to be programmed for SANDAG with the extension of the STIP to FY 2011.

Transportation Enhancements Program: In September 2005, the Transportation and Regional Planning Committees approved programming the \$19.1 million in TE funds available through the 2004 STIP period to the Pilot Smart Growth Incentive Program (PSGIP). At its December 9, 2006, meeting, the Transportation Committee is being asked to provide direction on whether to use the \$6.3 million in additional TE programming capacity on the PSGIP or on other TE-eligible projects. The additional TE funding would be programmed as a reserve in the 2006 STIP until specific projects are identified by the region.

Next Steps

The recommendations in this report are pending approval by the Transportation Committee on December 9, 2005. Any pertinent revisions will be noted at the Board of Directors meeting on December 16. Pending approval by the Board of Directors, SANDAG will submit the 2006 STIP to the CTC prior to January 30, 2006. The CTC is scheduled to adopt the statewide STIP at its April 27, 2006, meeting.

GARY L. GALLEGOS
Executive Director

Attachment: 1. 2004 STIP Programming Adjustments

Key Staff Contact: José A. Nuncio, (619) 699-1908, jnu@sandag.org

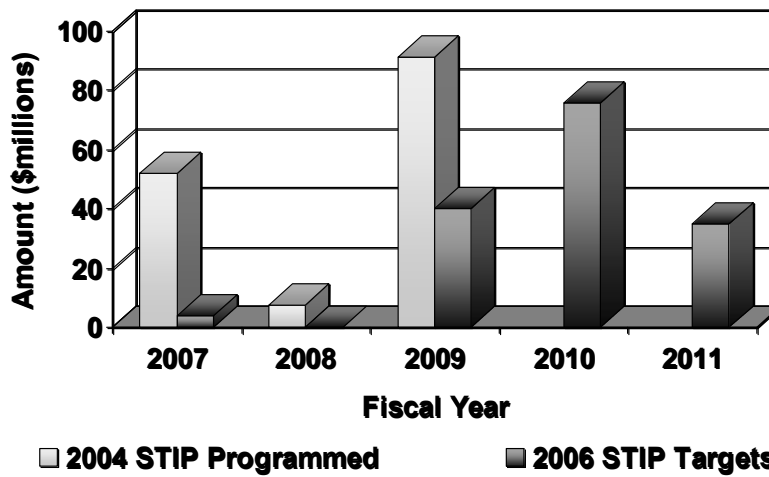
2004 STIP Programming Adjustments (\$000s)

Project	Programmed Amount	Adjustment Description
1. I-805 Ramp Meters	7,163	Some ramp meters are partially constructed, funding for remaining sites are included in Caltrans' State Highway Operations and Protection Program (SHOPP) for the 2006 cycle. Shift \$7.2 million to other existing STIP projects.
2. SR 54/SR 125 HOV Lanes: Design	6,500	Defer design and implement in coordination with <i>TransNet</i> -funded I-805 Managed Lanes. Shift \$6.5 million to other existing STIP projects.
3. Rideshare Program	5,638	Fund with Congestion Mitigation & Air Quality (CMAQ) or other funds. Shift \$5.6 million to other existing STIP projects.
4. Federal Matching Funds	187	Fund with <i>TransNet</i> or other funds. Shift \$187,000 to other existing STIP projects.
Subtotal Adjustments	19,488	
5. Roll-over funds from FY 2006	3,970	Funding available due to the CTC's placing on hold the allocation request of \$440,000 for federal matching funds program and \$3.5 million for the Regional Rideshare program.
Total	23,458	Available for reprogramming to other projects



2006 STIP

2004 STIP Programmed vs. 2006 STIP Targets



2006 STIP Approved Criteria

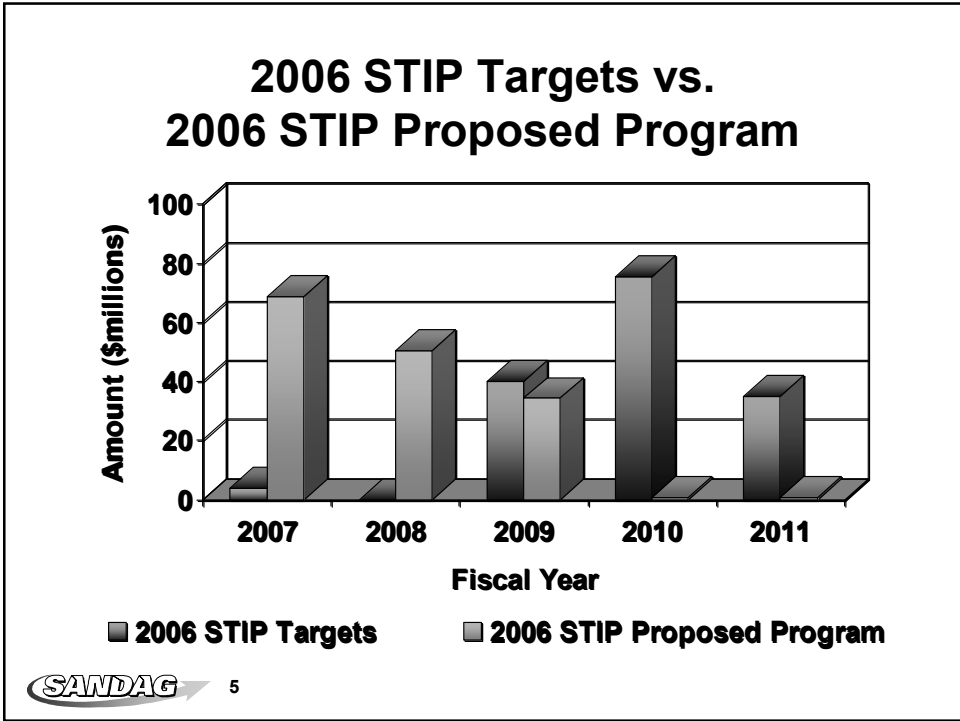
- Complete existing STIP projects
- Focus on *TransNet* EAP
- Construct and implement projects as early as possible
- Maintain existing program levels
- Adjust programming to account for funding by others



2006 STIP Proposed Program

• SR 52 Extension to SR 67	\$140.89M
• Mid-Coast LRT Extension	\$5.25M
• Freeway Incident Detectors	\$6.05M
• SANDAG Planning & Monitoring	\$2.56M
• Already Programmed TE Funds	\$16.62M
• New TE Funding (Reserve)	<u>\$6.35M</u>
<i>Total Proposed Program:</i>	\$177.72M





Transportation Committee Recommendation:

Approve the 2006 STIP

SANDAG 6

Next Steps

- Jan 30, 2006 STIP Submittal to CTC Deadline
- Apr 27, 2006 CTC Adopts STIP



2006 STIP